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INFORMATION REPORT

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COUNTRY

Poland

NAVY review completed.

GPD

SUBJECT

MV MARCELI NOWOTKO: Characteristics/Propulsion/
Capacity/History/Interior Photographs/Personnel/
Special Equipment/Condition

DATE DISTRIBUTED

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SUPPLEMENT TO REPORT #

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THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND No 39-58).

1. Ship's Characteristics Subject vessel is the prototype of its class which includes the KAPITAN KOSKO and STEFAN OKRZEJA, both of which made visits to Gulf ports

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Gross tonnage is 6,660 tons, but Lloyd's Register of Ships lists 7,190 tons for subject vessel and 6,660 tons for two later ships of the class. Possibly the change in gross tonnage was made for reasons of economy. Net tonnage was declared to be 3,666 tons. Length over-all was stated to be 504 feet and width 65'. Mean draft was 18 feet

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The master stated maximum draft when fully loaded would be "a little over 27 feet." Another pair of figures (probably registered dimensions) noted by Coast Guard boarding officers: length 481 feet and beam 63.7 feet. It is noted that these dimensions compare favorably.

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2. Propulsion Subject vessel is propelled by a Fiat engine similar to those described in the previous reports and of the same horsepower. The cruising speed of the ship is the same as the STEFAN OKRZEJA, 17.5 knots. Maximum speed for this ship and the class is 18 knots. It is estimated that fuel consumption and capacity are the same

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3. Capacity Vessel has same boom and hatch arrangement as listed

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4. History Subject vessel was built at Stocznia Gdansk, Poland, and launched 15 Dec 55. Owners are Polish Ocean Lines, Gdynia, Poland, and port of registry is Gdynia. Vessel was completed in 1956 and presumably made her maiden voyage to the Far East. Recent itinerary was preceded by a Far East voyage and followed by the one included in the itinerary. On the China trips,

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"pigment" (possibly paint), and some "iron and railroad rails." The "iron and rails" were included as cargo

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In China, tea and zinc were lifted for discharge in Poland.

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8. Special Equipment Radar: "neptune" type Soviet surface radar with maximum range scale of 30 miles on the single repeater located on the bridge.

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all switchboards, valves, pipes, and the heating boiler were of Polish manufacture. A makeshift lubricating system for the shaft bearings, utilizing one gallon tin cans with a nail through a $\frac{1}{4}$ " hole in the bottom, suspended over the bearings and periodically filled with lube oil, seemed to be effectively operating in lieu of a pressurized system.

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11. Condition The ship was in above average condition for a merchant ship two years old. Very little rust was noted, although the main deck was lightly pitted, but well painted. Painting of exterior fittings was sloppy but complete and some sloppiness was noted in the painting of interiors and some interior equipment. The ship over-all was very clean, but the outstanding space was the engine room which was very well maintained and exceptionally clean. The workmanship shown in the construction of this ship is not comparable with that evidenced in subsequent construction. The misfitting is especially notable in the woodwork.

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